This document includes the Section 6.0, Summary, of the Draft EPA "Weather Deck Runoff Discharge Assessment Report" published in 2003. The reference number is: EPA-842-D-06-007

DRAFT
Discharge Assessment Report
Weather Deck Runoff

Section 6.0 - Summary

2003

6.0 Summary

Deck runoff is defined in 40 CFR 1700.4 as the precipitation, washdowns, and seawater falling on the weather deck and exposed portions of a vessel and discharged overboard through deck openings. A vessel intermittently produces deck runoff when water falls on or is applied to exposed surfaces, such as weather and flight decks, superstructure, bulkheads, and the hull above the waterline of a ship (e.g., freeboard and bulwark). Discharge constituents vary depending on the vessel's topside processes, and may include oil, grease, petroleum hydrocarbons, surfactants, cleaners, glycols, solvents, and particulates (e.g., soot, dirt, or metallic particles). All vessels generate deck runoff.[3]

The TMP was the only MPCD option that passed the screening process. It was examined in the environmental effects and feasibility impact analyses. The other MPCD options were not feasible because they required the collection of deck runoff. Collecting deck runoff is infeasible because of the large quantity of deck runoff generated.

Most Armed Forces vessels currently perform the activities that would be included under the TMP. Therefore, the primary cost of this MPCD would be the development of TMP documentation. The practices implemented would help prevent discharge of constituents from topside processes. Once implemented, the TMP would help prevent adverse environmental impacts from deck runoff. It would also create a baseline of environmental performance for all Armed Forces vessels.

The TMP would consist of a FTMP and a VTMP. The FTMP would address deck runoff constituent sources (i.e., categories), list activities that could be implemented to prevent the discharge of those constituents, and specify documentation procedures. The FTMP would be distributed to individual vessel program offices or commands, which would then develop a VTMP. A VTMP would identify deck runoff constituents and their sources for a particular vessel or a group of similar vessels. The VTMP would identify the objective for each applicable category, suggest or specify control practices to achieve the objective, and specify documentation requirements. Vessels would be free to add new, innovative ideas to their VTMP.

[3] *To facilitate the UNDS Phase II analysis, the Discharge Assessment Team (DAT) determined that water that falls on or is applied to exposed surfaces and accumulates in the lowest part of the vessel (i.e., bilge) is classified as surface vessel bilgewater. Associated analyses are presented in the Surface Vessel Bilgewater Reports.*